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DRAFT Southern California Association of Governments Catalog of Transportation Demand Management (TDM) GHG Reduction Policy Options

A catalog of greenhouse gas (GHG)–reducing actions and policy options based on actions undertaken or considered in climate change action plans by multi-stakeholder groups in a wide cross-section of U.S. states and by state, local, and private participants.

Key to Nominal Rankings of Options in the Tables That Follow:

Potential GHG Emission Reductions [1]	Potential Cost or Cost Savings [1, 2]
High (H): At least 1.0 million metric tons (MMt) carbon dioxide equivalent (CO_2e) per year by 2030	**High (H)**: $100 per metric ton CO_2e (tCO_2e) or above
Medium (M): From 0.1 to 1.0 $MMtCO_2e$ per year by 2030	**Medium (M):** \$0 to \$100/tCO_2e
Low (L): Less than 0.1 $MMtCO_2e$ per year by 2030	**Low (L):** Less than \$0/tCO_2e
Uncertain (U): Insufficient information to estimate at this time	**Uncertain (U):** Insufficient information to estimate at this time

[1] Several measures may overlap in terms of emissions reductions and/or cost impacts. "Stand-Alone" estimates provide values for measures that would be implemented independently of other measures, before accounting for potential overlap or synergies
[2] Costs are denoted by a positive number. Cost savings (i.e., "negative costs") are denoted by a negative number.

Definition of "Priorities for Analysis":

- **High:** High-priority options will be analyzed first.
- **Medium:** Medium-priority options will be analyzed next, time and resources permitting.
- **Low**: Low-priority options will be analyzed last, time and resources permitting.

Important Note: The actions are numbered in this catalog solely for convenience in referencing them. Their numbers do NOT reflect a ranking or prioritization of the actions.

Transportation Demand Management (TDM)

Note that this listing will be developed more fully during the Transportation System Infrastructure TWG process. TWG members are encouraged to provide input on policies and programs currently in place to assist in defining baseline conditions. The "Notes" column may be used to record recently enacted policies and programs.

Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Externalities, Feasibility Considerations	Priority for Analysis	Notes/Related Actions
TDM-1. BIKE AND PEDESTRIAN INCENTIVES						
1.1	Promote Bike Share Opportunities and Programs					
1.2	Educational Outreach to Promote Safety among Cyclists					
1.3	Promote Health through Bicycle Programs by Partnering with Local Health Groups					
1.4	Promote Cleaner Modes of Transport with Additional Way-Finding Signs and Maps					
1.5	Increase Bike/Walk Trips with Improved Streets and Facilities					
1.6	Promote Transportation Alternative by Third Parties					

Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Externalities, Feasibility Considerations	Priority for Analysis	Notes/Related Actions
1.7	Bike Lockers and Other Secure Bike Storage					
1.8	Development Standards for Bicycles					
1.9	Amend Code to Accommodate Bikes and Pedestrians					
1.10	Dedicated Bicycle/Pedestrian Lanes					
1.11	Safe Road Crossings					
1.12	Bicycle Safety Program					
TDM-2. COMMUTER PROGRAMS						
2.1	Telecommute, Live-Near-Your-Work, and Compressed Work Week Bundle					
2.2	Require Government Agencies to Use Telecommuting					
2.3	Telecommuting Centers, Support, and Incentives					
2.4	Adopt Best Work Places for Commuters Policies					
2.5	Guaranteed Ride Home					

Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Externalities, Feasibility Considerations	Priority for Analysis	Notes/Related Actions
2.6	"Pay-As-You-Drive" Auto Insurance					
2.7	E-Commerce Incentives					
2.8	Encourage Alternative Work Weeks					
2.9	Encourage Alternative Work Schedules					
2.10	Commuter Choice Programs Bundle					
2.11	On-Site Day Care Programs					
2.12	Satellite Office					
2.13	Encourage the Use of Vehicle Navigation Systems					
2.14	Promote Safety Program					
2.15	Telecommuting Bundle					
2.16	Develop Employee Shuttle Program					
2.17	Dial-A-Ride					
2.18	Employer-based Trip Reduction					
2.19	Ride Home Programs					
2.20	Reduced-cost Shuttle Service					

Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Externalities, Feasibility Considerations	Priority for Analysis	Notes/Related Actions
2.21	Support Telecommuting					
2.22	Low-and-No-Travel Employment Opportunities					
TDM-3 Parking Management and Programs						
3.1	Parking Cash-Out					
3.2	Free Downtown Parking for Car Poolers					
3.3	Reserve Parking Spaces for High-Occupancy Vehicles and Car-Share Programs					
3.4	Parking Regulation in Suburban Areas					
3.5	Preferential Parking for Low-GHG Vehicles					
3.6	Reduction in Required Parking					
3.7	Require Village Employees to Park in Perimeter Lots					
3.8	Promote Park and Ride Lots					
3.9	Parking Pricing					
3.10	Reduced and Shared Parking					

Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Externalities, Feasibility Considerations	Priority for Analysis	Notes/Related Actions
3.11	Limit Parking Times					
3.12	Event Parking Policies					
TDM-4. RIDESHARING PROGRAMS						
4.1	Car-Sharing Programs					
4.2	Attract Car-Sharing Companies					
4.3	Encourage the Use of Van Services					
4.4	Encourage Voluntary Programs for Car Pooling					
4.5	Expand and Improve Rideshare Program					
4.6	Employee Van-Pooling Programs					
4.7	Promote Rideshare Marketing Strategies					
4.8	Ride-share Programs					
4.9	Ride Coordination Support					
4.10	Support Car-sharing Services					

Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Externalities, Feasibility Considerations	Priority for Analysis	Notes/Related Actions
4.11	Ride-share Coordinator					
4.12	Support Ride-share Organizations					
4.13	Support Ride-share Legislation					
4.14	Support Transportation Management Associations					
4.15	Recognize Effective Programs					
TDM- 5. TRANSIT PROGRAMS						
5.1	Issue Free Bus Passes to Downtown Workers, Students, and Retirees					
5.2	Transit Pricing Incentives Bundle					
5.3	Expand affordable public transportation coverage					
5.4	Reduced Transit Pricing					
5.5	Public Transit Coordination Bundle					
5.6	Levels of Service					

Option No.	GHG Reduction Policy Option	Potential GHG Emission Reductions	Cost per Ton	Externalities, Feasibility Considerations	Priority for Analysis	Notes/Related Actions
5.7	Extend Transit Service and Hours					
5.8	Coordinate Across Service Lines					
5.9	Support "Transit Cars"					
5.10	Customer Service					
5.11	Develop Regional Pass System					
5.12	Online Trip Planning					
TDM-6. ADDITIONAL PRICING INCENTIVES AND DISINCENTIVES						
6.1	Transportation Demand Management Ordinance					
6.2	Vehicle-Miles-Traveled Charges					
6.3	Increased Fuel Tax (With Targeted Use of Revenue Toward Travel Alternatives)					
6.4	Congestion Pricing					
6.5	Study/Develop Pricing Policies and Structures to Discourage Car Travel Bundle					

Acronyms

ASTM = American Society of Testing Materials
ATVs = all-terrain vehicles
B2 = fuel mixture of 2% biodiesel and 98% gasoline
BRT = Bus Rail Transit
CCI = Cross-Cutting Issues
CO_2 = carbon dioxide
CMAQ = Congestion Management and Air Quality
DOT = Department of Transportation
E10 = fuel mixture of 10% ethanol and 90% gasoline
EPA = U.S. Environmental Protection Agency
GHG = greenhouse gas
HOV = high-occupancy vehicles
LCF = low-carbon fuel
LRT = light rail transit
LEED = Leadership in Energy and Environmental Design
MPG = miles per gallon
MPO = metropolitan planning organization
R&D = research and development
RFS = renewable fuel standard
SLR = sea level rise
TIF = tax increment financing
TDRs = transferable development rights
TRU = truck refrigeration unit
TWG = Technical Work Group
VMT = vehicle miles traveled.